Public Input Summary
Responses to E-mails #1 and #2

Pedestrian Safety & Comfort
- Increase pedestrian safety and comfort.
- Retrofit streets to fix existing walkability/access problems.
- Enforce speed limits.
- Encourage pedestrian safety retrofits, architecture, streetscape and street design.
- Invest in trestles for street crossings.
- Use Slow Down signs and flashing lights to alert drivers to children's school routes.
- Build medians for pedestrians.
- Reduce street widths.
- Increase pedestrian street lighting. Need to come up with more funding to get things done.
- Trash and recycling receptacles should be provided in areas with walking traffic.
- Plant street trees in parkways.
- Upgrade sidewalks for safety, comfort, and beauty.
- Emphasize people instead of cars.
- Need more cross-walks, more stop-lights at cross-walks, and more bicycle-activated signals.
- There should be more public restrooms.

Pedestrian Connections
- Create a regional pedestrian path network.
- Create more internal linkages within communities.
- Integrate pedestrian connections into private projects.
- Evaluate and retrofit access to current transit centers that are difficult to get to.
- Short and direct path routes need to be emphasized along with scenic routes.
- Indemnify pedestrian paths on private property to make them viable.

Street Design and Operations
- Maintain sidewalks and private property
- Use a variety of paving materials.
- Require driveway design that maintains a flat walkway in the sidewalk.
- Build noncontiguous sidewalks.
- Reference City Street Design Manual
- Ensure compatibility with the Street Design Manual.
- Minimize the environmental impacts of roads and auto-related infrastructure through design.
- Encourage an interconnected/grid street network.
- Street are intermodal.
- Add a section to policies and Street Design Manual on how to retrofit neighborhoods.
- Integrate Caltrans metering with traffic light synchronization.
- One-way streets have some advantages, but two-way streets are more walkable.
- Update traffic signal hardware.
- Bulb-outs don't work well for buses.

Bicycling
- Improve bicycle safety.
- Route bicycles off the main thoroughfares.
- Enforce speed limits.
- Bicycles should be emphasized as separate from pedestrians but equally important.
- Need more bicycle paths.
- Create more internal linkages within communities.
- Support bicycling with bicycle lockers and racks at key locations.
- Fund more bike lanes and bike racks.

Land Use and Design
- Villages should emphasize job-related development integrated with housing.

- Locating schools in reasonable walking distance is expensive and might displace homeowners.
- Orient building and infrastructure design to the pedestrian, bicyclist or transit use, rather than the auto.
- Discourage large surface parking lots.
- Don't pressure communities to take increased residential density because the City has no viable transportation plan.
- Development creates congestion, so need to reduce density and growth.
- The Strategic Framework Element is not a vehicle for density.

Development Project Design and Review
- Integrate pedestrian connections into private projects.
- Include more specific language on incorporating pedestrian and transit infrastructure and amenities for all projects in the central urban core.
- Determine necessary transportation improvements on a project level.
- Reduce parking requirement for projects served with transit.
- Overhaul the Transit Area Overlay Zone.
- Mitigate negative project impacts.
- Restructure traffic impact fee schedule and usage to support travel modes other than auto trips.
- Concern that smart growth projects may not actually reduce vehicle travel.
- Concern about impact of redevelopment projects on traffic flow.
- Projects that are consistent with City environmental policies should be prioritized.

Transit Planning
- People want to age in place, need transit services for seniors, consider prevalence of senior housing when prioritizing service.

- Should use small neighborhood shuttles instead of large buses where merited.
- Policies should address how to adapt transit to existing areas that are already built.
- Transit investment priorities should be decided in a regional context, new criteria for linking land use and regional transportation investments are being developed through SANDAG.
- Include more background on the Transit First plan.
- The transit scenario used in the RTP should be used rather than the unconstrained scenario.
- Incorporate the Caltrans Transportation Plan and SANDAG Mobility plan.
- Need a cost-benefit analysis of Transit First.
- Pursue funding for transit with SANDAG.
- City agreements to give up right of way for transit should be accompanied by an MTDB commitment to enhance service.
- Track MTDB policies.
- Maximum walking distance to transit should be ¼ mile.
- Consider topography in determining pedestrian transit access.
- Need a viable transportation plan before increasing residential density.
- Community plans with a lot of development should be updated since they are the guide for transit plans.
- Transit planners should ask people where they want to go, from what location, at what time.
- People don't use transit due to time and comfort issues.
- Consider inter-community transit, and joint transit planning with school districts.
- Should be better service to the airport.

Transit Design/Operations

- Evaluate and retrofit access to current transit centers that are difficult to get to.
- Support integration of transit into neighborhood and activity centers.
- Construct more attractive bus stops and retrofit existing ones.
- Use parking structures rather than surface lots at Park and Rides.
- Fare cost is too high.
- Create incentives to use transit.
- Create free ride zones.
- Improve service and reliability.
- Need a public relations campaign to get the public to use transit.
- The Trolley should have a conductor.

Transit Type

- Encourage jitney and van transport with nominal fees for short trips with flexible routing.
- Bus service needs to be expanded and intensified.
- Move away from trolley/fixed rail development.
- Don't fund high speed rail.
- Support light rail transit (LRT) with good interconnecting buses.
- Consider a Skytrain demonstration project.
- Don't decrease bus routes to fund LRT.
- Bus rapid transit is a stop-gap measure. LRT is the backbone of the system.

Environmental Justice

- Environmental justice policy is difficult to implement and very subjective.
- Support universal design to benefit all people.

Autos and Freeways

- Incentivize the purchase of hybrid cars.
- Consider long term availability and costs of petroleum.
- Households that own more cars than drivers in the household are a problem.

- Reduce auto trips in all areas, not just those with "good" alternatives.
- Encourage flexible work schedules that spread traffic over more hours.
- Declare a moratorium on new freeway construction projects.
- Automate freeway driving.
- City staff needs to work together in planning transportation projects.